It Is to Be Used, However, for Improvements on the Big Four-Chicago Tonnage Falling Off.

Ingalls had under contemplation extensive provements at Cleveland and other ternais where the Big Four has the benefit of water-line connections, such as at Benton Harbor and Cleveland. He has \$20,000,000 to be used at the rate of \$1,000,000 a year, and these contemplated improvements at such points will doubtless require him to take advantage of the provisions of the reorganization agreement. In speaking of the statement that the Big Four had decided to build docks on the lake front at Cleveland, the Buffalo Courier says: "If this is true, it is suspected that having developed the Newport News route, which, in the West, has become famous or notorious, just as the matter may be viewed, by capturing a large portion of the Northwest wheat and flour and routing it via Cincinnati and Newport News for the marts of Europe, President Ingalis is about to give his attention to the development of the old Bee-line part of the property. Mr. Ingalis is not content to leave traffic as he finds it. He is looking for new and cheaper methods, new and cheaper channels. Just as he discovered and developed the Newport News route, which has been able to run away with the grain of the Northwest before the eyes of his competitors, so he is about to astonish the grain roads of the Southwest. Mr. Ingails has been noting that New York will this fall vote on a proposition to pend \$9,000,000 for widening and deepening the Erie canal so that larger boats can navigate it. He doubtless foresees that should this work be approved by the people of that State and put into effect, a stronger current than ever before will be created in which to move the cereal products of Amerca via that channel to the seaports. Hence he will seize the opportunity. His South-western system drains into Cleveland. He will bring his grain here and give it to the That is the plan. The Big Four owns a large frontage on the lake, between the Union station and the river. It is filling in the land rapidly out toward the harbor line. The Big Four people expect to make some extensive improvements on this property. One of these is the immediate construction istant General Manager Shaff and Chief eer Kittredge, of the Big Four, were eying the grounds for these and other vements. The roundhouse will first ilt and afterward the tracks will be tended out to the docks to be constructed iter. On account of the contested legal title to the property on the lake front the Big Four people have been keeping these proposed improvements in the background as much as possible. Need Not Look for New John Yet.

A New York paper says: "If the plan for maintaining rates which the officials have been discussing in the East this week hould be adopted it would result in from 10,000 to 20,000 men losing their present positions. These men are scattered all over the United States, and the world, for that chance of being forced to seek other emyment. The changes discussed are so radical that there is little chance of all of them being adopted immediately. The necessity for economy and the destructive petition caused by soliciting agents, re certain to bring about many changes, owever. The higher officials look to the resent meeting to accomplish greater re-ults in economies than any ever held. cle predicts will be out of work, says traffic manager, have no reason as yet to look for new jobs. While the action of this meeting was kept a secret as far as possible, a gentleman who was in attendance says he did not see how the agreement could be entered into and lived up to r many months, as one of the warmest ivocales of its adoption knew that one of the lines operating over his road had Jan. 1, 1896, and other lines had similar contracts, which cannot well be disturbed. eneral manager added that ordinary ad agreements do not last; the test one he knew of was now but one both old, and needed repairs, and he estioned if any sort of agreement would bid some of the roads to agreements.

Why the Improvement Stopped, A few days ago M. E. Ingalls, president of the Big Four, in company with a Journal reporter, was coming west on the Union tracks, when Mr. Ingalls expressed surprise that Pogue's run, from the Union side and covered with heavy iron girders so that the surface might be utilized for tracks. He said that when, between Merician and Pennsylvania street, the run was walled up and a portion of it covered with tracks, it was then voted to year continue this work until, from deridian street to East street, the stream hould be covered and utilized for tracks, he could not understand why nothing has been done since the first year. To over the stream in a substantial manner, as had been proposed, would, he thought, be a great thing for the city and would the Union Railway Company to ain needed track room A. A. Zion, superintendent of the Union Railway Company, says that when the depressed times struck the Indianapolis lines it was decided at one of the meetings of the higher officials that such imout he presumes work in that direct on will

Enruings of the Big Lines. The gross earnings of the Chicago, Burlington & Quincy for June showed an increase, but the increase of operating exthe net earnings. The gross earnings were \$2,364,600, an increase of \$1,153. The operating expenses were \$1,600,125, an increase of \$38,636. The total expense and charges were \$2.415,125, making a deficit in the net earnings of \$50,525. From Jan. 1 to June 30, of this year, the deficit in the net earnings is \$295,095.

The earnings of the Atchison system for the third week in July were \$169,764, an in-crease of \$29,124; for the month to date, \$1,-42,226, an increase of \$472.517. The earnings of the St. Louis & San Francisco were for the week, \$95,625, a lecrease of \$14,341; for the month to date, 02,007, an increase of \$57,813.
The earnings of the Atlantic & Pacific for the week \$55,918, an increase of \$18,739; for the month to date, \$196,777, an increase of \$79,449. The earnings of the Atchison system, all lines, were for the week, \$524,308, an increase of \$33,521; for the month to date,

1,941,032, an increase of \$6(9,78). All the earnings given are approximated The Union Pacific Cases.

A dispatch from Omaha, Neb., says: Special Master Cornish returned from New York this morning. He filed a report in the two Union Pacific cases. Edward Sheldon, attorney for the Denver extension trustees, prayed on Jan. 25 for an order for the receivers to pay certain interest on that road's bonds. Judge Cornish heard testimony and filed a report recommending that the petition be dented on the grounds that there was not sufficient funds to the credit of that mortgaged division to pay the interest on default. The second report ers to nonpayment of the taxes on the Kansas City & Omaha road, which has never made operating expenses, according to the yearly reports. Taxes were delinquent for 1894 in February, and the bond-holders filed a prayer with the court, calling upon the receivers to pay overdue taxes. Judge Cornish denies the petition for the reason that he finds no funds available for the purpose prayed for by the bondholders. Many other Union Pacific matters were taken up in New York upon which reports will probably be flied later on.

Calls It a Fairy Story.

Apropos of the rumor as to an amalgamation of the Pennsylvania & Burlington lines, General Manager Holdredge has reays, that he would not likely know anying about it. General Passenger Agent ranels calls it a fairy story, although he occedes that the next five years will ring about startling changes in railroad manifoldation. European bondholders, having holdings in both properties, might de-

edly prove beneficial, but he thought the ama; gamation was far from realization.

A dispatch from Philadelphia says: The officials of the Pennsylvania Company emphatically deny the story that that company and the Chicago, Burlington & Quizcy is to be consolidated. One of the vice presidents said: "It is an old story that the consolidated of the presidents said: "It is an old story that the consolidated of the presidents said: "It is an old story that the consolidated of the presidents said: "It is an old story that the consolidated of the presidents said: "It is an old story that the consolidated of the presidents said: "It is an old story that the consolidated of the presidents said: "It is an old story that the consolidated of the presidents said: "It is an old story that the consolidated of the presidents said: "It is an old story that the consolidated of the presidents said: "It is an old story that the consolidated of the presidents said: "It is an old story the consolidated of the presidents said: "It is an old story the consolidated of the presidents said: "It is an old story the consolidated of the presidents said: "It is an old story the consolidated of the presidents said: "It is an old story the consolidated of the presidents said: "It is an old story the consolidated of the presidents said: "It is an old story the consolidated of the presidents of the consolidated of the presidents of the consolidated of the con that crops out about twice a year. There has never been a discussion relative to consolidation of the two roads and the story is purely a rumor.

Chicago's East-Bound Shipments. East-bound shipments from Chicago last week amounted to 41,644 tons, against 56,-400 for the preceding week and 47,255 for It was announced recently that President | the corresponding week last year. The roads carried tonnage as follows: Michigan Central, 4,630; Wabash, 5,726; Lake Shore, 5,452; Fort Wayne, 5,990; Panhandle, 4,457; Baltimore & Ohio, 3,450; Grand Trunk, : Nickle-plate, 5,605; Erie, 2,232; Big r. 1,28. Shipments were made up of following articles in tonnage: Flour, 1.122; grain and millstuffs, 14,416; provisions, lard, etc., 8,001; dressed beef, 7,925; butter, 2,075; hides, 1,161; lumber, 4,902; miscellaneous, 1,842.

Personal, Local and General Notes. Central States Dispatch, returned from the C. Parker, traffic manager of the

Lake Erie & Western, is so ill as to con-A large amount of limestone ballast is being distributed along the tracks of the Pittsburg, Fort Wayne & Chicago. George Bradbury, general manager of the Lake Erie & Western and the Pittsburg. Akron & Western, is East on official bus-

M. C. Gary has been appointed agent of the Wagner Palace-car Company at Mont-real, in place of F. H. Langdon, who disappeared last week.

In the week ending July 27 there were transferred over the Belt road 13,562 cars, and Belt road engines handled 863 carloads of stock at the yards.

The Toledo, Peoria & Western earned in the third week of July, \$19,997, against \$12,443 in the corresponding week of 1894, and against \$18,333 in 1896. On Aug. 1 Chief Engineer Brown, of th Pennsylvania road, will have been in the service of the company in his present a capacity twenty-one years.

The Big Four's Indianapolis excursions

on Sunday were well patronized. The three divisions over which they were run brought in thirty coaches well filled. Gateman Goodneck, at the Union Station, was dismissed yesterday on a charge of unbecoming conduct. A. A. Zion, general superintendent, has not yet selected

Plans have practically been agreed upon for the building of a fine union station at Columbus, O. Chief Engineer Becker says it will be the finest improvement of this character between Phiadelphia and St.

Indianapolis, Decatur & Western is building are practically completed, leaving but his seat, W. P. Ijams sprang up with some two to place in position. The improvements making to this property this season will cost nearly \$300,000. Otis W. Pierce, son of C. C. Pierce, gen-

this point, left for Salt Lake City yes-terday for permanent residence. He goes there to represent several of this city's most important industries. The passenger officials of the Pennsylva-nia lines west are much gratified over the ncrease in passenger business on the line between Louisville and Chicago and In-dianapolis and Chicago, it now being dou-

ble that of any previous year. Capt. William Tate, for many years a passenger conductor on the Panhandle lines, and who was conductor of the first train that ran into Wheeling after the completion of the Panhandle to that point, is now a wealthy wine merchant residing in

The Baltimore & Ohio will erect a fine new station at Mt. Royal. The main building will be 250 by 53 feet, with a train shed four hundred feet long and seventy-five feet wide. A tower twenty-two feet square will rise 150 feet. The station proper will be heated and lighted by electricity. The Big Four lines earned in the third week of July. \$225,597, against \$246,605 in the corresponding week of 1894, and against \$272,665 in 1893. In 1893 the Big Four had a heavy world's fair business to swell its earnings, and last year the earnings were swelled by the rush of business following

cago Great Western, except at terminals, will receive commissions on tickets sold. Their salaries will be reduced in sums varying from \$5 to \$40, but it is thought that in most cases the commission will overbalance the reduction of salaries, and the agents will be more interested in the company's doing a good business.

R. B. F. Peirce, receiver of the Toledo Louis & Kansas City, is home from Toledo, and he says railway officials must not expect too large earnings the next few weeks. Merchandise traffic will likely be good this fall if the corn crop matures as expected, but 1895 corn does not become an article of tonnage until near the end of the year. From December on the corn shipments will be large, and a large hog crop follows a good corn crop, but, taking things as they appear, he thinks fall and winter business with the roads will be highly satisfactory.

William Garstang, superintendent of mo-tive power of the Big Four, is enthusiastic over the success the company has made in abating the smoke nuisance. He has com-municated with all of his passenger enrineers, and to a man they have testified to the wonderful qualities of the C. & O. smokeless coal. It has been found to be not only free from smoke, but also from cinders and the disagreeable sulphuric smell, which, with all other kinds of coal, makes summer travel anything but a pleasure. The C. & O. has for some time een using smokeless coal on its passen-

tendent of the Indiana division of the American Express Company, which takes effect Aug. 1, is of much more importance than at first reported. He is not only superintendent of the Indiana and Ohio divisions, but of the whole Southwestern division. He will have 718 offices under his supervision. W. W. Travers, of Cincin-nati, will come to Indianapolis as general agent, and will have charge of all route agents. John T. Clark, who has been superintendent of the Ohlo division, is appointed agent of the company at Columbus, O. Mr. Fargo will spend three months in visiting the offices in his territory, that he may know their exact condition and amiliarize himself with the roads over

which the company operates. Some of the Western roads, it is alleged, in a quiet way are paying excessive commissions again. The following formissions, it is stated, are now paid: Between Chicago and St. Paul, via the Wisconsin Central or the Chicago & Great Western, \$3; Chicago and Toledo, Detroit and Kansas City, by the Wabash, \$3; St. Louis and Kansas City, by either the Wa-bash or the Missouri Pacific, \$2; Kansas City and Colorado points, via the Missouri Pacific or Union Pacific, \$2; Chicago and Colorado points, by the Santa Fe, \$4.25; Chicago to California points, by the Santa Fe. 39 first class and \$7 second class. It's but a short time since several of the roads now paying commissions absolutely refused to do so, while others agreed not to pay over \$1 on any ticket sold. scalpers are said to profit more by these commissions than any one else, unless it be the purchaser, with whom the scalper generally divides the commission, and even loes better on the larger commissions paid

on California business. The traveling salesmen of New York have been urging the Legislature to pass a law for their special benefit. In commenting on the New York Central restoring mileage books, and the Eric probably taking such a step, the Railroad Gazette says: "On the whole it looks as though the company had so complied with the law that th drummers will get little if any satisfaction out of it, so far as the Central is con cerned. These tickets do not conform the spirit of the law, or, at any rate, to the notions of the men who procured its passage, and we are not sure that they conform to the letter of the law either. At the same time the reduction in fare on some of the lines is probably sufficient to induce passengers to put up with some inconvenience. We do not blame the road for taking all reasonable means to avoid the issue of ordinary mileage tickets, for they give the public very little benefit that coud not be given just as well in some better way, while as a means of cheating they are one of the best contrivances ever discovered by dishonest passenger; and

Mrs. Owen Is Some Better. W. D. Owen, Secretary of State, is expected to arrive in Indianapolis to-day with Mrs. Owen. The latter has so far recov-

ered as to be able to travel, and Secretary

Owen is taking her to the seashore,

New Auditor for Adams County. Governor Matthews has confirmed the appointment of Irvin Brandyberry as auditor of Adams county, the office having seen made vacant by the death of W. H.

Husband's Calcined Magnesia-Four first-premium medals awarded; more agreeable to the taste and smaller dose than any other magnesia. For sale only in bottles with registered trade-mark label.

WAXED ANGRY

BEFORE THE TAX BOARD.

W. P. Ijams, of Terre Haute, and Others Make Charges and Counter Charges-B. and L. Stock.

The session of the State Tax Commission yesterday afternoon was wildly turbulent The board had a number of appeals from Vigo county up for consideration, and the citizens representing the complaints lost their tempers and applied all sorts of uncomplimentary terms to each other. Michael J. O'Conner, assessor of Harrison township, in which the city of Terre Haute is located, appeared in defense of the work done by his men. With him was E. S. Erney, form-Thomas Noonan, general manager of the erly assessor of Vigo county, who gave the board expert testimony as to the values of Vigo county property. W. P. Ijams, president of the Belt Railroad and Stockyard Company, was a member of the Vigo county board of review, just adjourned, and came before the State board yesterday to defend the actions of himself and colleagues. Mr. Ijams was backed by County Assessor Hoff in all of his statements to the board.

Township Assessor O'Connell asked the board to increase the assessement put upon the property of H. Hulman, wholesale grocer. The Hulman block was rated at \$100,-000, but the county board of review reduced it to \$75,000. O'Connell thought the work of the township assessors should be sustained by the State board. He also asked that the assessment on the residence property of E. W. Minshall, one of Terre Haute's capitalists, be increased to the original amount placed upon it by his men. The Minshall property was valued at \$20,000 by the assessor, but the board of review reduced it to \$17,000. O'Connell asserted that Minshall did not appear before the board, and the reduction was made without an appeal. Ex-Assessor Erney told the poard that in 1891, while the Hulman block was being built, the architect informed him that it had already cost about \$140,000. The block was then about half completed. Erney contended that the assessment in the city of Terre Haute was nearly 30 per cent. lower than in the out-townships. With the exception of the Fourth ward, he thought the board should add from 20 to 25 per cent. ine of the new iron bridges which the to the value of property in every part of the city. As Mr. Erney was about to take

"I'd like to ask," he said, with his voice full of suppressed passion, "if you did not go before the Vigo county board of review eral agent of the Merchants' Dispatch at and as attorney for a lot of people declare this point, left for Salt Lake City yes- that the property was all assessed too "Yes," replied Erney, "but I got pay for

t. My statements were not made under "Yes, they were," retorted Mr. Ijams because the man is present who swore you He is sitting right over there" (pointing to County Assessor Hoff). Assessor Hoff was asked by the board make a statement concerning the values of Terre Haute property. He was interrupted by lawyer Erney, who asked, with some

"I won't talk to you," returned Hoff, trem-bling with anger. "I'm here to talk to the board, and I won't have anything to do with you." However, the gentleman, at the olicitation of the Governor, who saw trouole of a violent character brewing, consented to answer the attorney's questions "What is your own property worth?" asked Erney.

"Five dollars a foot," was the reply.
"Then, how dare you ask me \$3,000 for it? "I can ask you \$10,000 for it if I want to." I'd like for somebody to ask me some hing about Terre Haute property," claimed Mr. Ijams, springing up at this point and advancing toward Erney. "You know so much about everything and more than any man in the city; now please ask

"Oh, I don't want to talk to you," retort-"Well, I just wish you would," rejoined ams, "because I'm loaded for you." The poard called the Vigo gentleman to order. Lawyer Erney, however, insisted upon go-ing over and "punching the face" of Coun-ty Assessor Hoff, but was dissuaded from

his purpose by O'Connell. Mr. Ijams asked the board's permission to speak for the Vigo County Board of Review. He said the assessment had been a fair one, and he did not believe attorney Erney was sincere when he asked that the assessment be increased. Erney, he charged, had come before the county board and, with others, claimed that the assessment was to high and asked that it be reduced. Mr. Ijams contended that outside of Fort Harrison prairie, Vigo county was the poorest county in the southern part of the State. He asked the board to let the assessment stand as it is. At the onclusion of Mr. Ijam's remarks Governor Matthews said he thought the board pretty fully understood the situation in Vigo county, and it would be taken up later. The board spent part of yesterday hearing appeals from Monroe county building and loan associations. The Real Estate Building and Loan Association, the Bloomington National Savings and Loan Associaion and the Workingmen's Building and Loan Association, all of Bloomington, were represented. Assistant District Attorney Corr appeared for the Monroe County Board of Review, from the decision of which the appeals were taken. William Bosson, Charles N. Thompson and Attorney-general Ketcham were also present. The local board raised the assessment of the Real Estate Building and Loan Association from \$11,233 to \$128,815. The their boks to the local board, the papers showed, and Attorney-general Ketcham held that before these appeals could be taken and papers of the association. Charles N. Thompson said that he represented associations in Monroe county, and they had no prepaid or paid-up stock, but if the plan proposed by the Attorney-general prevailed the associations would be compelled to bring their books to Indianapolis before they could make a statement. Governor Matthews said that the State board would stand by the county boards. Where an association withheld information from the local board of review the State board would dismiss the appeal of that association. The Governor further said that the board would not assess me ordinary running stock of associations, but would only consider prepaid or paid-up stock. The secretary of the board was instructed to make an order to this effect. The footings of valuations placed on railroad property in the State show a decrease of \$278,810. The following comparisons are shown:

Main track	272.04 3,636,0 578.05 7,740,7 162.04 17,835,9
Main track 6,1 Second main 1,5 Side track 1,5 Rolling stock 6,2 Improvements, right of	1895. lles. Value. 267.52 \$124,937,5 280.58 2,692.3 13,55 7,758,8 224.37 18,223,2
Total	\$157,464,2

society composed of young Catholics, was | normal weight. organized in St. Patrick's parish last night charter will remain open for another week to receive names of persons unable to attend last night's meeting. Another meeting will be held next Monday night at which a permanent organization will be effected and officers eected.

Reception to G. A. R. Men. Friday evening, at Grand Army Hall, National Commander Lawler, of the G. A. R., and Adjutant-general C. C. Jones will be given a reception by the Grand Army posts of the city. Members of the Ladies'

Relief Corps are invited to be present. High-Kicking in School.

UNIONDALE, L. I., July 29.-At Hempstead, to-day, began the trial of the fa-mous libel suit of George N. Paff, the trustee of the village school, against C. B. Simons, its principal. Trustee Paff, who had a daughter in the school, says that that Mr. Simons pursued this art with such inthusiasm that at one lesson, in an effort to make a lofty kick, he tore his trousers. "This is an outrage," said Principal Simons when this matter was laid before him. "I never tore my trousers. I wear too good trousers for that. Of course wear too good trousers for that. Of course

there was high kicking in the school. One of the girls named Mary used to go up to the city, and I think she brought back high kicking and introduced it into our little school. One of the girls became quite PERSONAL ACCUSATIONS INDULGED proficient. Why, she can kick my hat off.
Well, one day, when there was kicking going on I took part, but I never taught anyone to kick, and I never tore my pants. I was never much of a kicker. Any boy in the school could outkick me." Mr. Simons, who thus becomes one of the most unique and interesting among American educators, came to the Uniondale school from references. N. Y., with the best of

TO THE WORKHOUSE

JERRY GATES MUST SERVE TIME FOR LIQUOR LAW VIOLATIONS.

\$10,000 Damage Suits Filed Against the Citizens' Street-Railroad Company.

Jerry Gates was yesterday found guilty of selling liquor at the Mt. Jackson road house on July 4 and was sentenced to \$25 fine and ten days in the workhouse. The trial occurred in the Criminal Court and the jury was out only twenty-two minutes. One of the jurors was the father of Super-Intendent of Police Powell. He was asked if he had any prejudice against the defendant by reason of his business, and he

"I have no prejudice against anything except snakes." He was accepted by the defense. Gates was not present when the verdict was returned, but later was arrested and locked

BIG DAMAGE SUITS.

Citizens' Street-Railroad Company Called Upon to Pay Out \$20,000.

Paul C. Paulson yesterday brought suit against the Citizens' Street-railroad Company for \$10,000 damages for the injury of the plaintiff's wife, Harriet Paulson. It is averred that in January, 1895, she attempted to enter a car at North Indianapolis, but it was started before she could do so, resulting in her being dragged for twenty feet. The accident caused a miscarriage and permanent injury. Elizabeth Ferguson, administratrix of the

estate of Henry S. Blue, deceased, also sued the street-car company for \$10,000. The damage alleged was due to the death in July, 1893, by the collision of a street car with a spring wagon which Blue was driving over the viaduct. This is alleged to have caused injuries which led to Blue's death in November; 1894.

D. C. BRYAN IN COURT AGAIN.

Charged with Selling Real Estate on Which He Had Given a Mortgage. Judith Bryan yesterday brought suit against Ruth Nash, David C. and Eva Bryan to foreclose a mortgage. It is averred that Bryan borrowed \$200 from the plaintiff on May 21, 1895, for ten days, and gave a mortgage on lot 5 and ten feet of lot 6, in Fletcher & Ramsey's addition to Brookside. Two days later, according to the complaint, he sold the property to Ruth Nash, and has defaulted in payment of principal and interest. She demands \$250.

MISTREATED HIS MOTHER. And Must Now Serve a Month in the Workhouse and Pay a Fine.

Judge Stubbs yesterday fined James Moriarity \$25 and costs and sent him to the workhouse for thirty days for trespass. Moriarity is a dissipated fellow, who went nome drunk and threatened the life of his mother, a widow, and his brother and sister. They were forced to appeal to the police. The aged mother has done her best to keep the young man out of trouble, but he took possession of the house and terrorized the community.

Peculiar Legal Question.

Lawrence Geiss was charged in Police Court yesterday with peddling without a license. The evidence showed that H. Syerup & Co., commission men, had refused on Saturday to accept a carload of watermelons because they did not arrive on time, and that Geiss was instructed by the Pennsylvania Company's agent to try to sell the melons to cover freight charges. The case was taken under advisement The raffroad officials say that if the case is decided against them the con nen would hereafter be required to prepay

Relensed for His Wife's Sake. Jacob Schafer was released yesterday from the workhouse by Judge Stubbs on account of the serious condition of his wife, who gave birth to a child on Sunday, the day after Schafer was sentenced to pay a fine for getting drunk. Two ladies of the neighborhood appealed to the court, and reported that other children in the Schafer family were suffering for food.

\$25 for Assault and Battery. William Freeman was yesterday fined by Judge Stubbs \$25 and costs for assault and police charge he has been unlawfully living. The couple were charged with co-habitation the week before, but were ac-quitted by the jury.

Youthful Offenders' Hearing. The hearing of the charge of burglary against Charles Wikes and Raymond Cooksie will occur Aug. 1 in Police Court.

New Suits Filed. Charles F. Martin et al. vs. Henry L Smith et al.; note. Demand, \$1,600. C. C. Cheeney vs. Indiana Oil Tankline Company; account for services. De-Christian Wells vs. Allen F. Smith et al.; note. Demand, \$225. Elizabeth Ferguson, administratrix, Henry S. Blue vs. Citizens' Street-railway Company; damages. Demand, \$10,000. Paul C. Paulson vs. Citizens' Street-railway Company; damages. Demand, \$10,-Christian Wells vs. Perry C. Smith; note, Demand, \$225.

Judith C. Bryan vs. Ruth Nash et al.; foreclosure. Demand, \$250. John J. Marshall vs. Mary E. Seamens et al.; attachment. Demand, \$300. Winifred A. Dyer vs. Frederick Laak-man et al.; damages. Demand. \$2,500. Ella Baldwin vs. James Baldwin; divorce. Cause, abandonment.

BEAUTY

How to Increase in Weight and Otherwise Improve One's Personal Appearance.

woman wants to look well. 'Inis is natural and right. We have little sympathy for those people who through indolence or gluttony have permitted themselves to take on too much flesh. They know that by living abstemiously and taking plenty A local council of the Y. M. I., a secret of exercise they can get back to their

We do, however, have a great deal of sympathy for those poor, pale, thin sufferers who either have no appetite or else whose food distresses them to such a degree that they are forced to live on a most frugal diet.

"Going into a decline." How often do we hear this expression. What does it mean? It means that people are losing flesh, growing thin, wasting. Their trouble arises from the fact that

they are unable to digest sufficient food and when the stomach is out of order and fails to do its proper work, foods are worse than useless. They simply ferment in the stomach and fill the system with poisonous principles. What these people need is something

been eaten, and it is in just such cases that the Digestive Cordial as made by the Principal Simons taught the girls of the Mount Lebanon Shakers is proving reschool the art of high kicking. He charges markably successful.

that will digest their food after it has

You've often heard it said that "Nothing succeeds like success," and a great many people believe it. But there is another saying just as trite, but more true, and it is this, "That nothing so demoralizes as demoralization itself;" and this enforces what we want to say: that when one's liver is demoralized, sluggish or diseased, then the whole body is out of gear-sick all overand everything goes wrong; nothing goes right. And one may be sure no success will follow efforts in any direction. There is a lack of energy and perseverance of effort, although the purpose to do may be ever so determined. This condition of body and mind is often attributed to malaria in the system, but the truth is that the liver is torpid, and the whole system is sluggish. At such times many people take quinine, which is strongly tonic, but the cause still remains and continues its miscief. But when you take a liver remedy like Simmons Liver Regulator, "The King of Liver Medi-cines," you not only make the liver active cines," you not only make the liver active and remove the cause of depression and sickness, but tone up and strengthen the whole system. Try it once and note the effect. The great mass of people would be much better off if they would take an occasional dose of Simmons Liver Regulator than all the tonics put together. It is the best life insurance policy one could invest in. It is reliable, and the benefits are great. Just read a few lines below this black cut and see what good things are said by some who have tried Simmons Liver Regulator:



RELIEF FOR HEADACHE.-"I have ever regretted using Simmons Liver Regutinually with headache, and just two packages relieved the headache, besides giving tone and vigor to the whole system."—M. B. DeBond, Mount Vernon, Ky.

LIFE SAVED.—"Simmons Liver Regulator has prolonged my life. I suffered greatly with biliousness and liver complaints, but am now relieved. I keep the medicine on hand, and it saves me many a doctor bill."-A. W. S. Mazo, Eastman, Ga.

QUICKEST RELIEF.—"I have been troubled with torpid liver and constipation, and nothing that I ever tried gave relief so quick as Simmons Liver Regulator."—R. R. Strange, Lake City, Fla.

THE BEST LIVER MEDICINE.—"Simmons Liver Regulator has been used in my family over thirty years, and I know it to be the best liver medicine."—R. S. Hearne, Georgetown, Ky.

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